

In the Specification:

On page 2, line 1 please insert the following headings preceding "FIELD OF THE INVENTION":

USER COUPLED WORKSPACE SHOCK ISOLATION SYSTEM
BACKGROUND OF THE INVENTION

Please replace ~~page 2~~, line 6 with the following heading:

DESCRIPTION OF THE RELATED ART

Please replace the paragraph beginning at page 2, line 17 with the following:

In contrast to the commercial and pleasure vehicles which can weigh a few tons, there is a second category of heavier equipment that weighs thousands of tons. In addition, the heavier equipment, which includes combat vehicles such as ships, submarines, tanks and the like is generally supported directly in the water or directly on a land surface with no air cushion. While designers of personal and commercial craft have relied on the combination of air inflatable tires and shock and vibration supports to minimize vibration and shock to the operator, the designers of large water craft, such as military battleships, cannot. Instead, the large mass of the ship is used to partially isolate the operator and the operator's equipment from damage. That is, since the ships are so massive the mass of the ship can absorb a large impact before it is felt by a ship operator or a ship console. In order to further protect the electronic consoles on the large combat ships from the effects of impacts from high gravitational ("g") explosive shocks caused by artillery, bombs, torpedoes or the like as well as from vibration, each of the consoles of the large ships are generally mounted with a set of shock supports that isolate the electronic console from the

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deck of the ship. It should be pointed out that by explosive shocks it is generally meant to mean shocks which may impart in excess of 5 g's for a duration of 100 milliseconds or more. It is these type of high impact shocks that can cause havoc often resulting in operator injury caused by impact with the console or the deck of the equipment.

Please delete the heading at page 4, line 1.

Please replace the paragraph beginning at page 5, line 21 with the following:

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Figure 1 shows a cross-sectional view of a portion of a ship deck with a console 14 and a console operator station 15 comprising a chair 16 supported by a unitary rigid deck platform 11 with the deck platform 11 mounted substantially coextensive with deck 20 to provide operator access thereto. Typically, console 14 contains electronic equipment such as monitors, computers and the like which are normally individually isolated from a supporting platform by shock and vibration mounts within the console.

Please replace the paragraph beginning at page 6, line 20 with the following:

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The operator platform 11 is supported by shock mounts 12, 13 and 17 which isolate high "g" shocks present in ship deck 20. While the isolation of the operator from high "g" shocks using only shock absorbers is known, it should be understood that oftentimes shock absorbers are incorporated with vibration dampers so that both shock and vibration can be inhibited in the same mounting device. Thus, the invention is usable with either shock supports alone or shock supports that include vibration attenuators or absorbers. If the shock supports are sufficiently responsive in relation to the inertia of the support platform, the support platform can maintain a substantially fixed spatial orientation, which further lessens the opportunity of injury to the operator since the operator will not normally be fixedly secured to the support platform.

Please replace the paragraph beginning at page 7, line 20 with the following:

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Ship 30 is shown receiving impacts from a bomb explosion 37 and about to receive further impacts from explosions of bombs 35 and 36. In conventional systems the mass MI of the ship is sufficiently large so as to absorb many impacts without disrupting either an operator or an operator control station. However, impacts do occur which do not destroy the ship but are sufficiently great so that the mass of the ship cannot effectively protect the operator or the operator equipment. In order to respond to these type of hits, previous designs taught the construction of consoles that were isolated from the deck 20 by individual vibration and shock mounts. One of the adverse side effects was that the operators who are standing or sitting on the deck might be hit by either the deck or the console or both as the console responds to an impact. The present invention minimizes operator injury by rigidly coupling the operator control station to the operator console so as to prevent relative movement therebetween. The present provides a four-fold effect: first, the large mass disparity between the ship 30 and the operator platform 11 provides a damping effect on forces transmitted to frame 26; second, the displacement forces on frame 26 are damped by vibration and shock mounts 12, 13 and 17 which serve to attenuate the forces to platform 11; third, if displacement forces are sufficiently large so as not to be effectively diminished by vibration and shock mounts 12, 13 and 17, the coupling of the operator platform 15 to the console with the operator 9 being supported by the platform 11 minimize the chances of injury to the operator 9 due to relative displacement of the equipment with respect to the operator; and fourth, the inertia of the platform and the spaced mounting of the platform 11 from the deck 22 helps maintain the platform in momentarily fixed spatially position so that the operator, who is not fixedly secured to the platform 11, is not thrown into or from the platform.

Please replace the paragraph beginning at page 8, line 21 with the following:

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In the embodiment shown, the platform 11 is spaced from the ship frame 26 and solely supported therefrom by a shock mount that includes shock attachments 12, 13 and 17. Typically, the platform is made of metal and for a single operator the unitary platform can have a surface area of 20 to 30 square feet.

Please replace the paragraph beginning at page 9, line 11 with the following:

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The present invention provides a combat shock-isolation system for isolating the effects of explosion shocks that could imperil the operation of a ship which is directly supported by a substantially incompressible medium such as a body of water. The ship has a first mass with the ship having a deck thereon. Located thereon is a deck platform having a second mass substantially less than the first mass. The deck platform is spacedly mounted from the deck so as to permit relative displacement between the deck and the ship without contact therebetween. Located on the deck platform is a console which is fixedly mounted on deck platform so as to move with the deck platform. Also located on the deck platform is a console-operator station, which is also fixedly mounted to the deck platform so as to move with the deck platform 11 with the console-operator station mounted proximate the console 14 to enable an operator in the console-operator station 15 to interact with the console. The deck platform 11 is solely supported by a shock mount comprising shock attachments 12, 13 and 17 which is connected to the deck platform and to the ship to support the deck platform 11 so that an explosion shock received by the ship is simultaneously isolated from both the console-operator station and the console by the shock mount supporting the deck platform to thereby prevent the console-operator station and the console to move in relation to each other and thereby minimize injury to the operator thereon.

In the Claims:

As by 8. (Once Amended) A shock-isolation system for isolation of shocks from a supporting structure comprising:
a unitary platform, said unitary platform having an operator station thereon;